

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

PROJECT REF: 230171
ISSUE DATE: 29.02.23
PROPOSAL: DEMOLITION OF EXISTING BUNGALOW TO BE REPLACED WITH
THREE STOREY DWELLING
PLANNING REF: 68424
AUTHOR: LB

1.0 INTRODUCTION

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared to discharge Condition 11 of the planning permission (Local Planning Application Ref: 68424) for the demolition of an existing bungalow and the construction of a three-storey dwelling at 23 Ringley Road, Whitefield.
- 1.2 Condition 11 states the following:-

“No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- Photographic dilapidation survey of the highway abutting the site in the event that subsequent remedial works are required following demolition works/construction of the development, works to the site boundary and as a result of any statutory undertakers connections to the new dwelling;*
- Access point(s) for demolition/construction traffic from the adopted highway;*
- Proposed site hoardings (if proposed) clear of the visibility splays indicated on approved site plan reference 23R/07 Revision A;*
- Hours of operation and number of vehicle movements;*
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;*
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;*

- *Parking on site (or on land under the applicant's control) of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;*
- *Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations;*
- *Construction method statement for the replacement retaining walls abutting the adopted highway, incorporating appropriate traffic management measures on Ringley Road.*

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials. Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict."

- 1.3 The CTMP informs the Local Planning and Highway Authority on the measures that will be employed during the construction phases to minimise the impact of construction activities on the operation and safety of the local highway network. Any future revised CTMP prepared by the appointed contractor(s) must be approved by Bury Metropolitan Borough Council (BMBC) and complied with thereafter.

2.0 CONSTRUCTION TRAFFIC MANAGEMENT

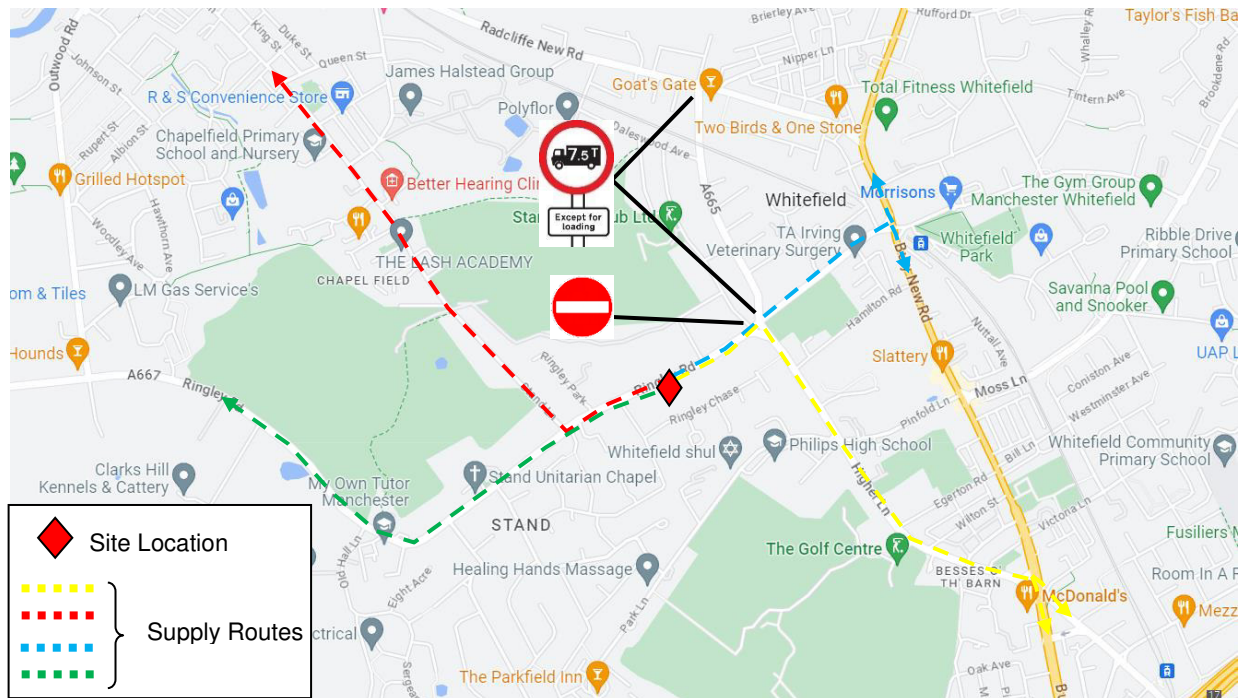
Proposed Days and Hours of Site Operation

- 2.1 The hours in which general vehicles will arrive and depart the site will coincide with the working hours which are 07:30 to 18:00 from Monday to Fridays and 08:30 to 13:00 on Saturdays. No construction works or associated traffic will take place on Sundays or Bank Holidays.
- 2.2 There may be occasions when heavy/wide loads may need to be delivered and removed from site outside of these hours.

Proposed Supply Route

- 2.3 Details of the agreed access/egress routes will be issued to all suppliers and subcontractors. This will be policed as far as practical but it must be recognised that the contractor has no jurisdiction over the vehicles once they have left site. Verbal and written briefings will be provided to all suppliers, contractors and visitors whilst also making them aware of any restrictions in the local area, including the weight limits on along Church Lane and the 'No Entry' along Ashbourne Grove.
- 2.4 The plan below highlights the recommended delivery routes which involves vehicles routing via Church Lane (east), Higher Lane (south), Ringley Road (west) or Stand Lane (north).

Figure 1 – Vehicular Supply Route Plan



- 2.5 Again, verbal and written briefings will be provided to all contractors and site personnel, although this will only be advisory route and not enforceable by any planning control.

Access for Construction Vehicles

- 2.6 As shown on Drawing SCP/230171/D01 provided in **Appendix A**, access for construction vehicles will be provided via Ringley Road. Drawing SCP/230171/ATR01 provided in **Appendix B** demonstrates the movements of construction vehicles, including a concrete mixer, can enter and leave the site in forward gear whilst other vehicles are parked within the site.
- 2.7 The existing vehicular access will be temporarily widened during the construction period.
- 2.8 This approach is consistent with the construction works which recently took place at 29 Ringley Road as part of the 63476/FUL application.

Car Parking / Site Storage

- 2.9 Given the scale of the proposals, it is not envisaged that the site will generate significant on-street parking however there will be space available within the site for car/van parking.

Types of Vehicles Accessing the Site

- 2.10 The exact number of vehicles that will be accessing the site on a daily or weekly basis will vary dependent upon the stage of the development. However, for the scale of the development the volume of construction vehicles for the works is anticipated to be low in terms of HGV movements per hour.
- 2.11 The type of delivery vehicles used to bring materials to and from the site will be varied however and will include:
- Skip lorries (approx. size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx. size 7m long and 2.4m wide);
 - Ready mix concrete lorries (approx. size 8.4m long and 2.4m wide);
 - Flat-bed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.4m wide); and
 - Articulated Lorries, for delivery of larger components such as roof trusses.
- 2.12 As demonstrated previously, a turning area is provided within the site and Drawing SCP/230171/ATR01 provided in **Appendix B** demonstrates the movements of construction vehicles, including a concrete mixer, can enter and leave the site in forward gear whilst other vehicles are parked within the site.
- 2.13 On rare occasions that larger vehicles will require access to the site, deliveries can be taken directly from Ringley Road.

Banksman/Road Marshall – a Key Role

- 2.14 All vehicles will be controlled by a trained banksman. A strict delivery procedure will be implemented to ensure that Ringley Road is not overrun with site and delivery vehicles. Banksmen will ensure that traffic flow is maintained at all times.
- 2.15 A strict delivery procedure will be implemented to ensure that deliveries arrive at set times, which will be confirmed by the site manager or site foreman to all suppliers and contractors before the required date. This will ensure that multiple deliveries do not occur at the same time and the set delivery times as detailed earlier are adhered to where possible in order to reduce traffic congestion and nuisance.

- 2.16 If deliveries do not arrive at the allocated time, the site manager will contact the supplier or contractor to make alternative arrangements should this be required. It will be stipulated to all affected that the delivery vehicles cannot wait on the public highway surrounding the site until their time slot is available.
- 2.17 The banksman will ensure that all pedestrians and vehicular traffic is safe when delivery vehicles arrive at the site.

Internal Measures

- 2.18 The following precautions will be put in place:
- Physical segregation of vehicles and pedestrians at the site entrance via barriers and designated walkways with appropriate signage;
 - Reversing manoeuvres, particularly onto the highway, will be eliminated/minimised and all vehicles will be reversed by banksman;
 - Designated and segregated vehicle parking on site;
 - Designated storage areas to be full fenced and gated;
 - Plant and vehicles to be fitted with mirrors and vehicle reversing warning sounds;
 - Information and training including induction, tool box talks and onsite training as required
 - Trained competent banksmen to wear identifying hi-visibility vests;
 - PPE is to be worn by all operatives on site.

3.0 CONTROL OF DIRT AND DUST ON THE PUBLIC HIGHWAY

- 3.1 Definition - any product of a construction process which forms a powder or cloud and is injurious to health or a substantial concentration. Those dusts which are injurious to health are listed in the HSE Publication EH40/2005 'Occupation exposure limits'.

Sources of high dust concentrates

- 3.2 On this project the following activities have the potential to give rise to high dust levels;
- Exposure of dust from aggregates delivered to site during placement or trafficking
 - Exposure of dust from existing soils during trafficking
 - Cutting of concrete products
 - Cutting of bitumen surfacing
 - Breaking up of concrete
 - Use of powered tools
 - Use of powdered cement for making mortars on site
 - Cleaning of the workplace

Mitigation Measures

- 3.3 All site materials will be loaded within the site compound in order to minimise congestion. All material containers will be appropriately covered to prevent a delivery from soiling the highway.
- 3.4 Any cutting or drilling equipment on site shall be used with an appropriate watering device to dampen down the cutting operation and prevent dust production.
- 3.5 Cement bags will be handled with care and consideration given as to the wind direction and likely generation of dust particles. Dust extraction shall be fitted to circular saws and maintained during their use.
- 3.6 Vehicle areas will be laid to stone and kept free from mud / debris and ensure that mud and debris originating from the site is not deposited on the highway.
- 3.7 During the contract the site works and adjacent roads will be cleared by a road sweeper if required in order to prevent dust built up and migration to adjacent properties. On this basis there is considered that there is no requirement for a wheel wash.

4.0 OTHER OFF-SITE IMPACTS

Impact on Other Highway Users

- 4.1 Given the scale of the site, it is not envisaged that any diversions will need to be carried out on the local highway network to allow the development to be built. Similarly, no hoardings will be used in the vicinity of the site. However, a secure fencing will be erected around the site to ensure there is no conflict with contractors on site and the general public and to ensure that the site is secure on an evening. Fencing could include Heras Anti-Climb Mesh Temporary Fencing, similar to that shown below:



- 4.2 As shown on Drawing SCP/230171/D01 provided in **Appendix A**, warning signs will be provided at the site access in order to inform and guide staff and the general public.
- 4.3 In addition, the public highway in the immediately vicinity of the site will be kept clean and free from obstructions.
- 4.4 As mentioned above, when vehicles are entering or leaving the site, these will be supervised by the contractor's road marshals. The general public/pedestrians will have right of way along the footways that surround the site.
- 4.5 The construction site gates will be kept open during site operations and monitored by site security. The contractor will also ensure that Ringley Road is regularly patrolled to ensure that any debris is kept clear of the pavements.

- 4.6 Should there be any complaints arising from the works, local residents will be able to call at the site offices. The contractor will deal with comments or complaints from the public and/or neighbours and will ensure that they are resolved swiftly.

Measures to Reduce the Impact of the Site

- 4.7 A record will be kept of all comments/complaints that are received from the local community during the construction stage and appropriate action taken in response to reasonable comments. Other points that will be actioned include:

- Ensuring that site lighting does not affect local residents.
- Ensuring that the workforce maintain a respectable standard of dress code.

Photographic Dilapidation Survey

- 4.8 A Photographic dilapidation survey has been undertaken in the event that subsequent remedial works are required following demolition works/construction of the development and is provided in **Appendix C**.

Construction Method Statement

- 4.9 There is currently no retaining wall at the site which abuts the adopted highway and there is no retaining wall proposed during or after construction.
- 4.10 Currently, a temporary PVC fence is provided along the front and gate which abuts the highway.
- 4.11 Based on this, there is no requirement for a construction method statement.

General Management Issues

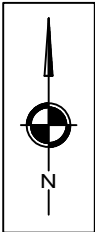
- 4.12 The CTMP will be periodically reviewed. Any significant changes to the CTMP will be reported to BMBC.
- 4.13 The site manager will ensure that all domestic and commercial waste collections are not disrupted. The days and times of refuse collections will be established, so that when time slots are being allocated to suppliers and contractors, no conflict will arise, where practically possible.

Summary

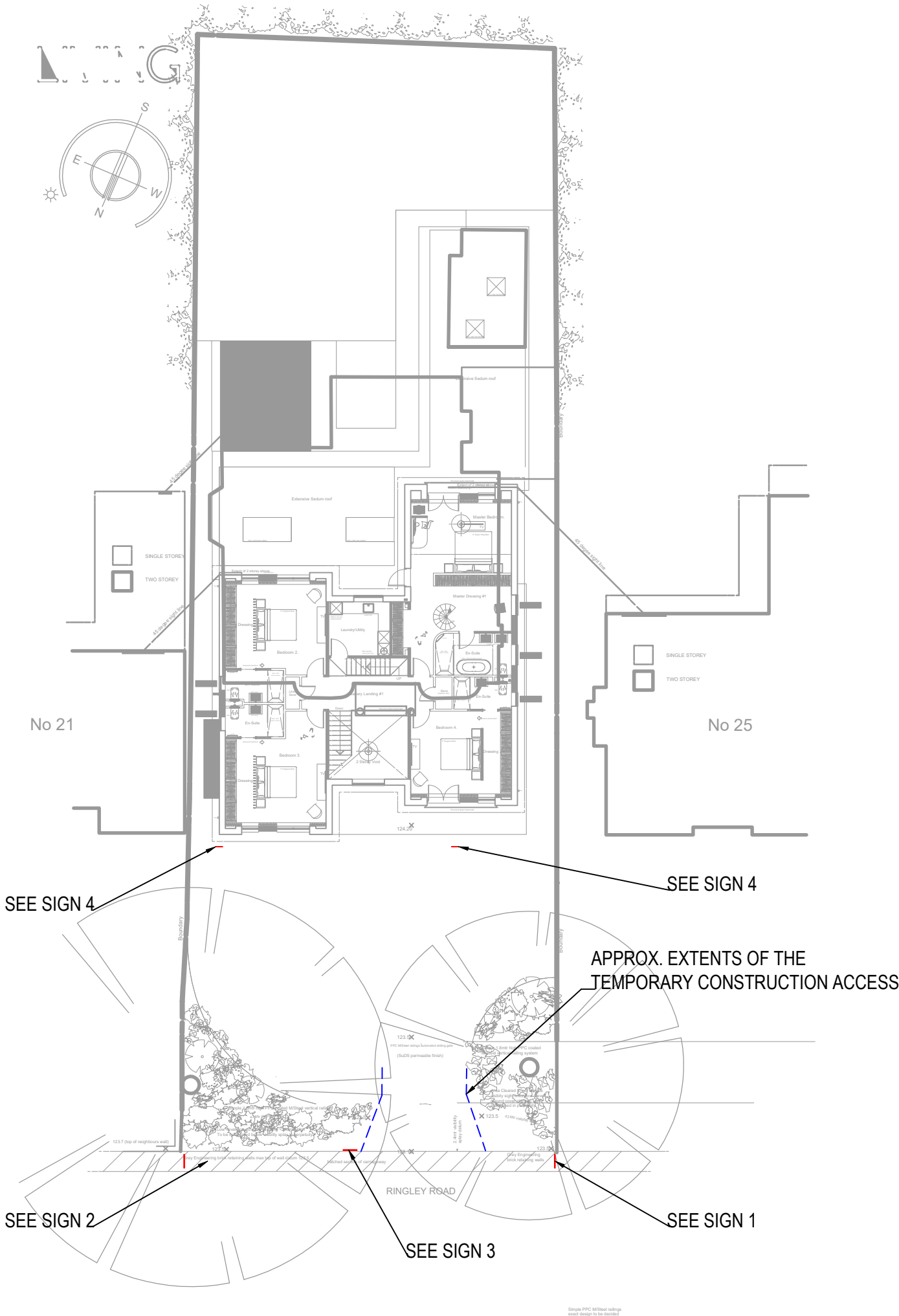
- 4.14 This CTMP has demonstrated how the construction traffic and staff could access the site as well as how the materials could be stored on site so there is no disruption to the surrounding local area and highway.

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APPENDIX A



Planning



SIGN 4



Warning Lorries turning

SIGN 3



Site Access

SIGN 2



CONSTRUCTION TRAFFIC

SIGN 1



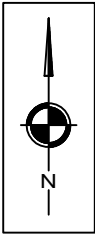
CONSTRUCTION TRAFFIC

REVISIONS			
Rev	Description	Date	By
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-	-	-	-
-	-	-	-

S C P Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client	KHURRAM BAIG	Drawing Title	POTENTIAL SIGNS IN AND AROUND THE SITE	Scale	1:250 @ A3	By	BA	Drawing No.	SCP/230171/D01	
	Project Title				LAND AT 23 RINGLEY ROAD, WHITEFIELD	Date	27.04.2023	Checked			PT
	Approved/ Unapproved					-	Status	PLANNING			Revision

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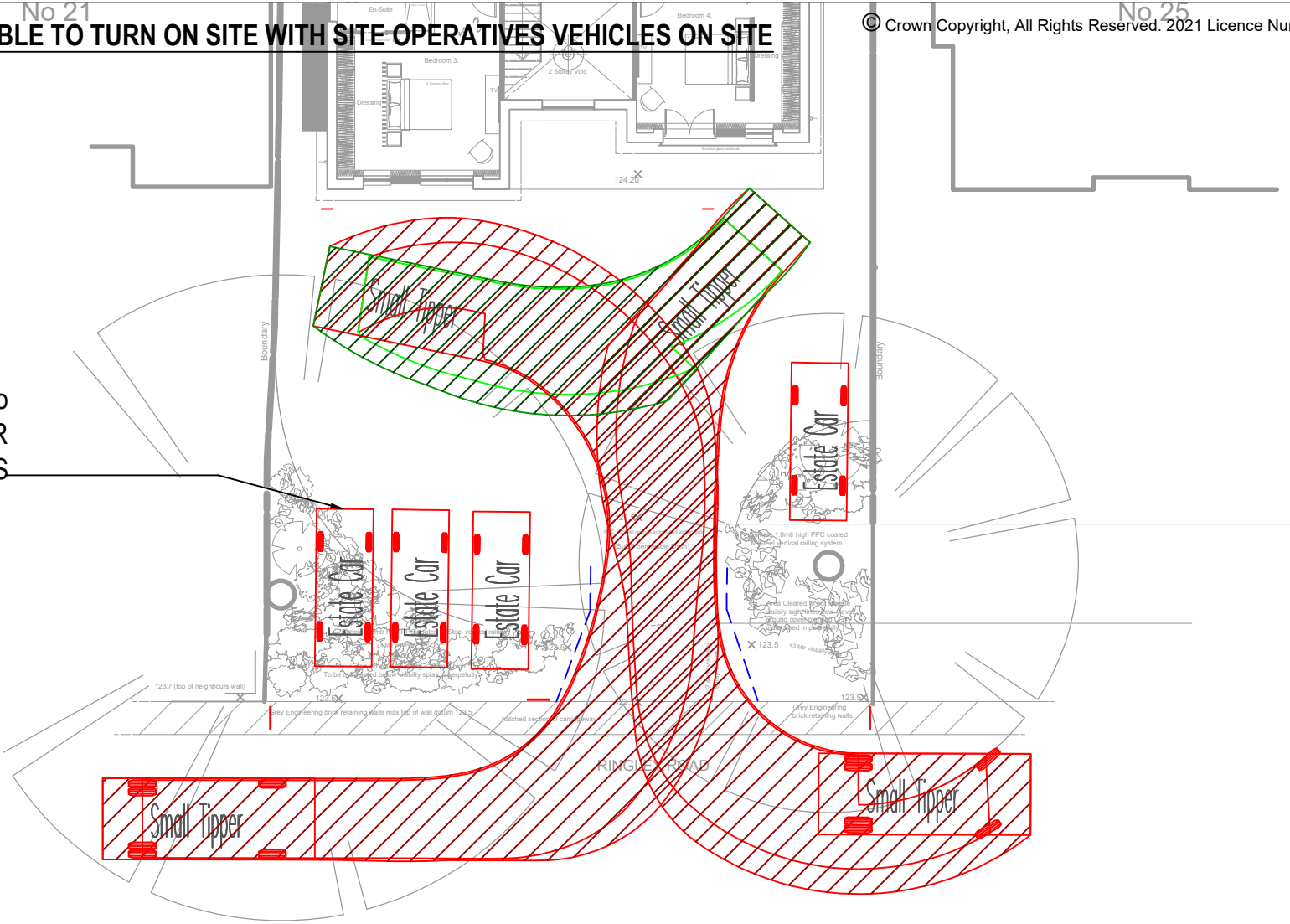
APPENDIX B



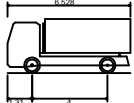
TIPPER VEHICLE ABLE TO TURN ON SITE WITH SITE OPERATIVES VEHICLES ON SITE

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SPACE FOR MIN 4No
PARKING SPACES FOR
SITE OPERATIVES



Estate Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

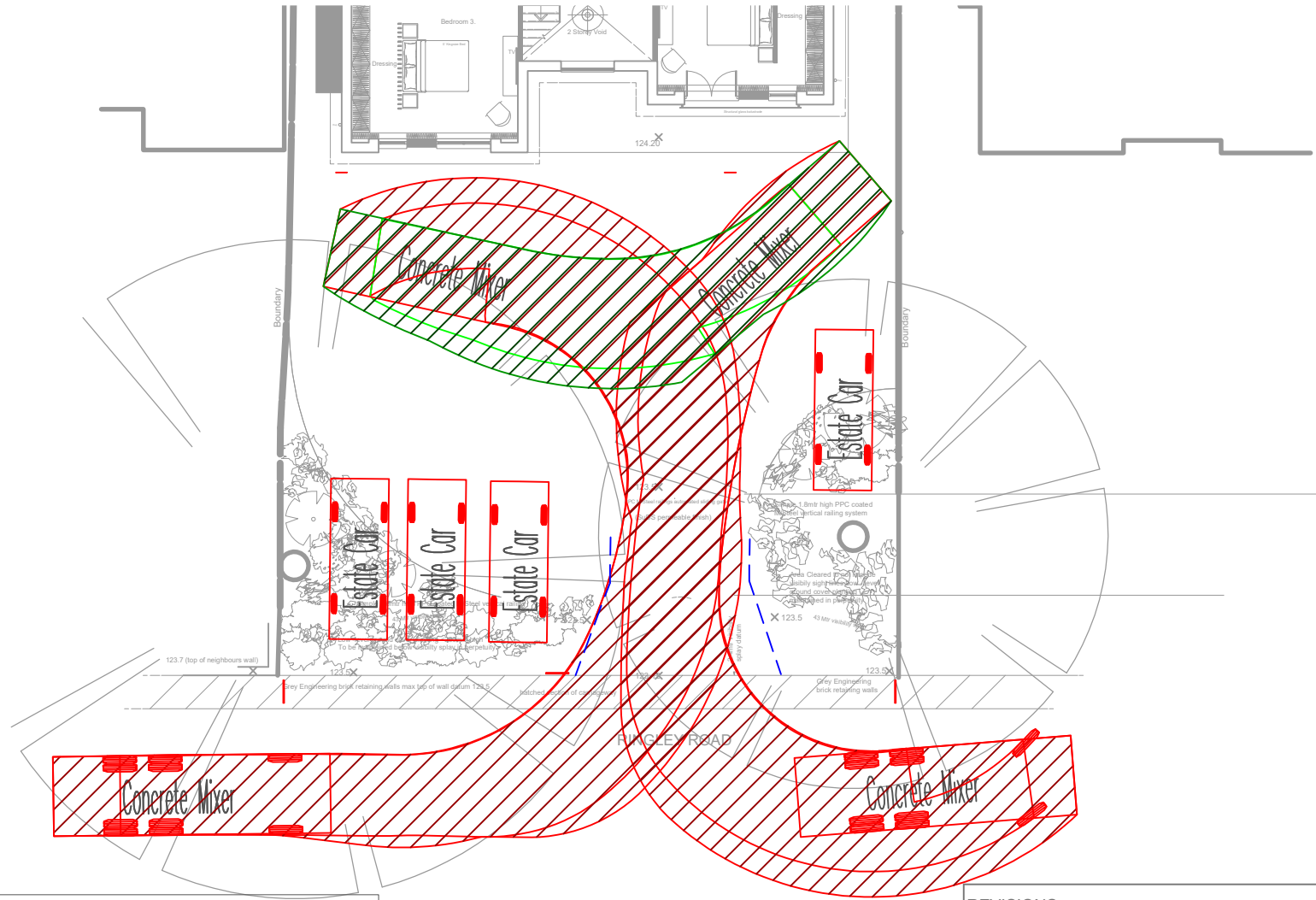


Small Tipper
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

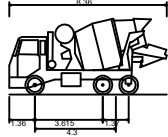
6.528m
2.500m
2.877m
0.327m
2.393m
6.00s
7.850m

CONCRETE TYPE DELIVERY VEHICLE VEHICLE ABLE TO TURN ON SITE WITH SITE OPERATIVES VEHICLES ON SITE

No 25



Estate Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius



Concrete Mixer
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.360m
2.390m
4.027m
0.358m
2.413m
6.00s
8.210m

REVISIONS

Rev	Description	Date	By
-	-	-	-
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-	-	-	-

SCP

Transportation Planning : Infrastructure Design

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Client
KHURRAM BAIG

Project Title
LAND AT 23 RINGLEY
ROAD, WHITEFIELD

Drawing Title
SWEPT PATH
ANALYSIS

Scale
1:200 @ A3

Date
27.04.2023

Approved/
Unapproved
-

By
BA

Checked
PT

Status
PLANNING

Drawing No.
SCP/230171/ATR01

Revision
-

S|C|P

APPENDIX C

Proposed Residential Development – A667 Ringley Road, Whitefield

Pre-Commencement Condition Survey

LB/230171/TN01 - 29 February 2024

Introduction / Background

1. This report has been prepared to present the findings of the highway condition survey on sections of the A667 Ringley Road, Whitefield. The report seeks to part discharge Condition 11 of the planning permission (Local Planning Application Ref: 68424) for the demolition of an existing bungalow and the construction of a three-storey dwelling at 23 Ringley Road, Whitefield.
2. Condition 11 states the following:-

“No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

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- *Proposed site hoardings (if proposed) clear of the visibility splays indicated on approved site plan reference 23R/07 Revision A;*
- *Hours of operation and number of vehicle movements;*
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- *Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;*
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3. A photographic dilapidation survey was carried out on Thursday 22nd February 2024 prior to commencement of any works on the site. A plan showing the area covered by the condition survey is provided below:-

Figure 1 – Survey Area



4. The findings of the survey are summarised in the following sections, supported by site photographs. A video survey has also been undertaken and can be submitted to the Council separately, if required. A plan showing the location of the photographs is presented in **Appendix A** with the photograph survey presented in **Appendix B**.

General Observations

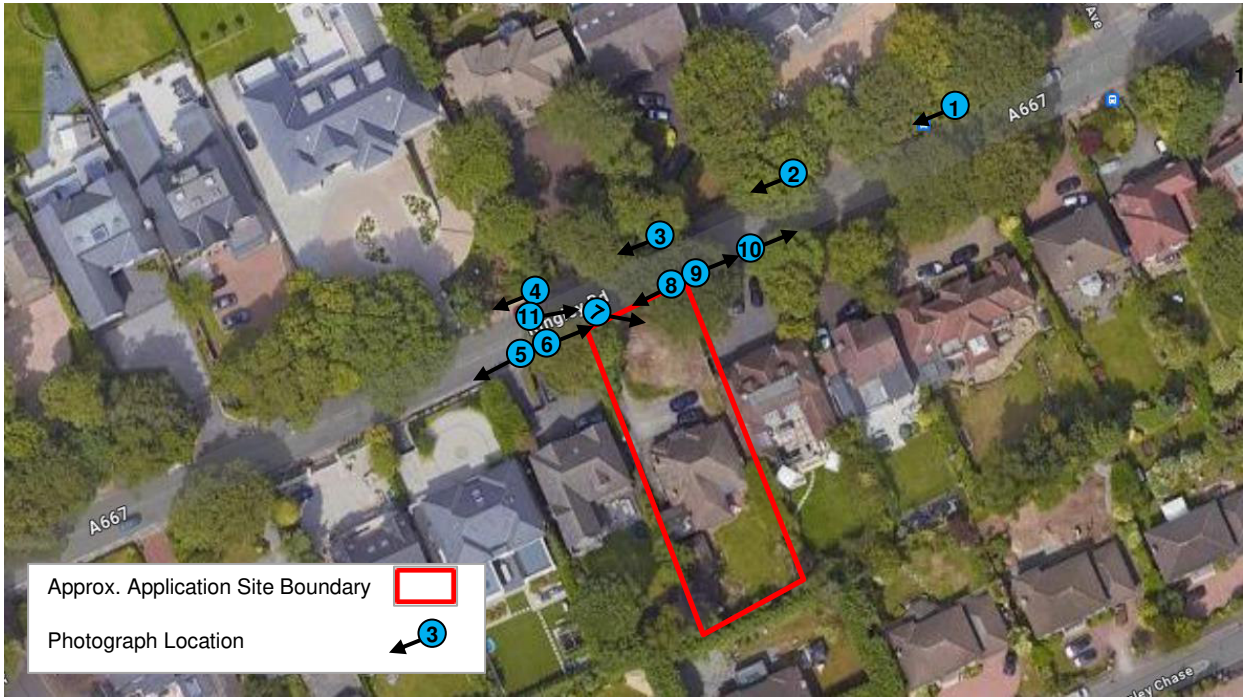
5. Ringley Road is generally in good condition and the main carriageway, including the section within the vicinity of the site access, has been re-surfaced recently. As a result, road markings also appear to be in good condition.
6. Within the vicinity of the site, no formal kerbs or edge of carriageway paving is provided along the southern section (site access side) of Ringley Road with the carriageway surfacing running up to the property boundaries (private driveways or gardens). However, hatched road markings are provided in order to indicate the edge of carriageway.
7. Within the vicinity of the site, formal kerb footways are provide along the northern section of Ringley Road. The recent resurfacing did not include this section of footway and a number of paving slabs along the footway are sunken/cracked.
8. No gullies were observed in the immediate vicinity of the site.

Detailed Observations

9. A summary of the defects and related site photographs are given in the table below. For clarity only defects have been included within the table. If no comments have been included, then it is assumed the highway pavement and/or asset is in suitable condition.

Photograph Reference	Defect
1, 2, 3 and 4	Footway - surface deterioration (cracked/sunken) paving stones

Figure 1 – Survey Area



Site Photographs



Photo 1



Photo 2



Photo 3



Photo 4

Site Photographs



Photo 5



Photo 6



Photo 7



Photo 8

Site Photographs



Photo 9



Photo 10



Photo 11